Ottawa, Ontario, Canada
2,778 km²
(1,073 sq miles)

985,000 residents
Existing Cycling Infrastructure in the Downtown (geoOttawa.com)

Laurier Ave Segregated Bike Lane (opened 2011)
Sampling of Cycling Infrastructure under construction or opened in 2016

Albert/Slater
O’Connor Street

Main Street
At least 3 of 23 Municipal Councillors cycle to work in the winter

Councillor McKenney and Councillor Leiper on the Trillium Pathway, January 2016
Plans Approved
November 2013
Action 7-1: Adopt a complete streets policy for road design, operation and maintenance

Action 7-2: Update road design guidelines, standards, and processes to reflect complete streets principles

Action 7-3: Use multi-modal levels of service (MMLOS) to assess road design and allocate right of way

Plans Approved
November 2013
According to Ottawa: Definition of Complete Streets

- All streets can be “complete streets” but they will not look the same
- A “complete street” will look different based on context:
  - Rural, suburban, urban
  - Local, collector, traditional main street, arterial main street
- Many of Ottawa’s streets are already operating as complete streets
Multi-Modal Level of Service (LOS)

<table>
<thead>
<tr>
<th>LOS</th>
<th>Motor Vehicles</th>
<th>Pedestrians</th>
<th>Bicycles</th>
<th>Trucks</th>
<th>Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Segments</td>
<td>Intersections</td>
<td>Segments</td>
<td>Intersections</td>
<td>Segments</td>
</tr>
<tr>
<td>A</td>
<td>Excess capacity</td>
<td>&lt; 10 sec of delay</td>
<td>High level of comfort</td>
<td>Short delay, high level of comfort, low risk</td>
<td>High level of comfort</td>
</tr>
<tr>
<td>B</td>
<td>Operating at or over capacity</td>
<td>&gt; 80 sec of delay</td>
<td>Low level of comfort</td>
<td>Long delay, low level of comfort, high risk</td>
<td>Low level of comfort</td>
</tr>
</tbody>
</table>

Plans Approved November 2013
## Multi-Modal Level of Service (LOS)

<table>
<thead>
<tr>
<th>Official Plan Land Use Designation</th>
<th>TARGET LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Motor Vehicles</td>
</tr>
<tr>
<td>Central Area / Mixed Use Centres</td>
<td>Low</td>
</tr>
<tr>
<td>Transit Station Areas</td>
<td>Low</td>
</tr>
<tr>
<td>School Areas</td>
<td>Medium</td>
</tr>
<tr>
<td>Traditional Main Streets</td>
<td>Low</td>
</tr>
<tr>
<td>Arterial Main Streets</td>
<td>Medium</td>
</tr>
<tr>
<td>General Urban / Village Areas</td>
<td>Low</td>
</tr>
<tr>
<td>Rapid Transit Corridors</td>
<td>Low</td>
</tr>
<tr>
<td>Transit Priority Corridors</td>
<td>Medium</td>
</tr>
<tr>
<td>Cross-town Bike Routes</td>
<td>N.A.</td>
</tr>
<tr>
<td>Bike Spine Routes</td>
<td>N.A.</td>
</tr>
<tr>
<td>Truck Routes</td>
<td>Medium</td>
</tr>
<tr>
<td>General Rural Areas</td>
<td>Medium</td>
</tr>
</tbody>
</table>

Plans Approved
November 2013
Ten Elements of a Complete Streets Policy

Element 1: Language and Intent
Element 2: Users and Modes
Element 3: Applies to all Projects
Element 4: Exceptions
Element 5: Encourages Connectivity
Element 6: Jurisdictions
Element 7: Design Criteria
Element 8: Community Context
Element 9: Performance Measures
Element 10: Implementation Plan
“Overall, the City of Ottawa’s amended OP and updated TMP strongly encourage connectivity and context sensitivity, and regularly reference design guidelines. It includes a Complete Streets policy that includes many essential elements, but lacks some key components. It also tends to rely on updating support guidelines to address some of the key components of a strong Complete Streets policy.”
Ottawa’s Implementation Framework

In their words:

• Provides staff with the foundation to implement the policy, define expectations for each project and coordinate internal communication

• Creates an internal mechanism to address operational issues such as winter maintenance

• Scopes transportation projects early to align with our Corporate Asset Management Program for long-term budgeting and resource planning purposes

Churchill Avenue
Photo Credit: Ottawa Bike Lanes
Integrate Complete Streets into the City of Ottawa’s Comprehensive Asset Management Strategy

- At project initiation
- Aligns with Municipal Class Environmental Assessment (MCEA) Schedule
- Determine project budget early
- Context-sensitive
- Every transportation project contributes to creating complete streets
Ottawa’s Implementation Framework

Next Steps

• Staff training for Complete Streets
• Public communications (web content)
• Updates to existing processes, guidelines, standards, and documents
• Monitoring

www.ottawa.ca/completestreets
Greenery

“I want it to be mandatory that when we are looking at the street, we are considering how we can green that street,” she said. “If it’s zero, then at least I’ll be able to know why we couldn’t do anything.”
Trees and Planters

Image Credit: Parsons
Designing for Winter
Evolution of AODA

2014: Churchill Avenue

2016: Main Street
Egan: Complete streets or complete mess? Ottawa's rebuilt streets are causing big problems
Pilot Projects vs Interim Measures vs Complete Streets

Laurier Avenue Separated Bike Lane (2011): Originally a pilot project that became permanent with Council Approval

O’Connor Street Bikeway (2016): A temporary treatment during resurfacing (but not a pilot) until it can be a future ‘complete street’

Main Street (2016): A raised cycle track as part of a integrated road/sewer rehabilitation project
Application of Policy and the Public Debate

• All streets can be “complete streets” but they will not look the same
• A “complete street” will look different based on context:
  • Rural, suburban, urban
  • Local, collector, traditional main street, arterial main street
Transit Trade-Offs
Developer Led Projects

- Update to the Transportation Impact Assessment Guidelines
- Multi-Modal Level of Service
- ‘Transition’ projects

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Clear Path Forward for Ottawa?